

BookletChartTM

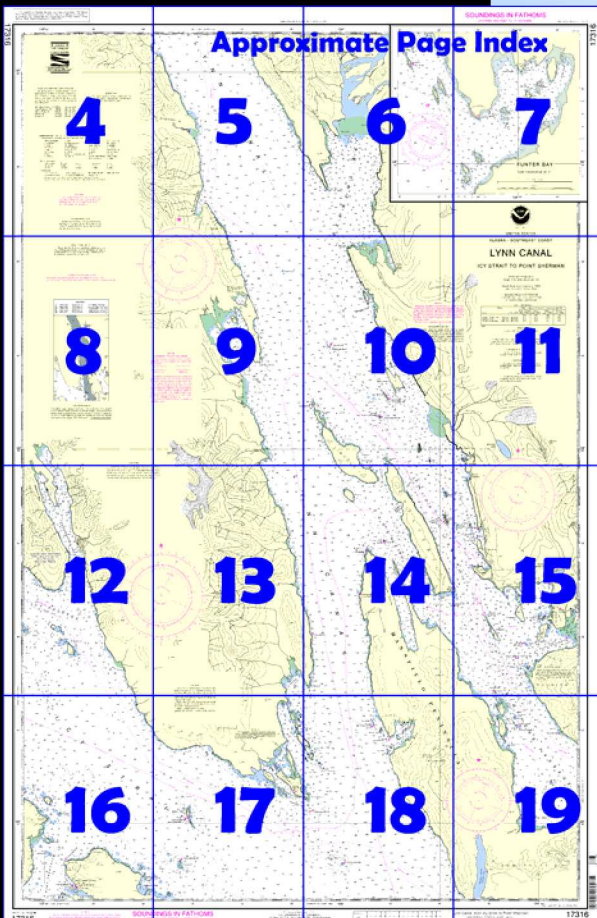
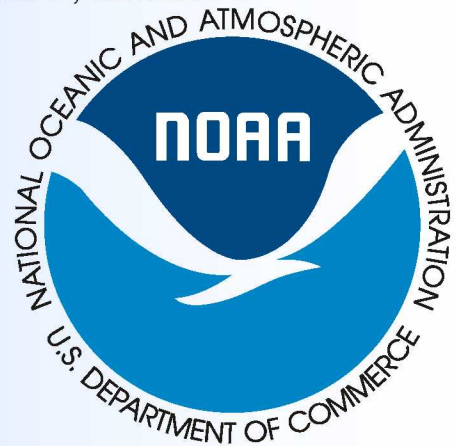
Lynn Canal – Icy Strait to Point Sherman

(NOAA Chart 17316)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

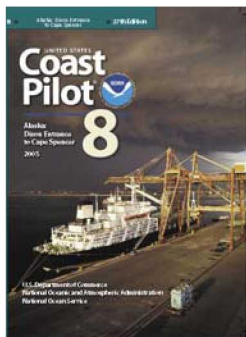
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 8, Chapter 9 & 11 excerpts]

(12) **Glacial ice** in varying quantities is prevalent in Icy Strait and Cross Sound throughout the year. The ice comes from Glacier Bay, and most of it is usually found at Glacier Bay entrance and from there to Inian Islands. It is quite thick in Cross Sound, and ice has been seen 10 to 15 miles seaward of Cape Spencer and as far E as Point Augusta. The pieces are large enough to make them dangerous to navigation. Ice at times piles up

heavily along the shore from Point Adolphus to Eagle Point.

(216) **Portland Island** is a wooded island at the junction of Stephens Passage with Saginaw Channel and Favorite Channel. **Portland Island Light** (58°21'07"N., 134°45'31"W.), 20 feet (6.1 m) above the water and shown on a pile with a red and white diamond-shaped daymark, marks the end of the reef.

(217) **Saginaw Channel** connects Stephens Passage with Lynn Canal and separates Mansfield Peninsula, the NW end of Admiralty Island, from Shelter Island.

(219) **Lone Mountain**, Mount Robert Barron, and the low divide between them are conspicuous landmarks on **Mansfield Peninsula**.

(220) **Shelter Island**, at the NW end of Stephens Passage and E of the N end of Mansfield Peninsula, separates Saginaw Channel from Favorite Channel. **Shelter Island Light** (58°22'33"N., 134°48'28"W.).

(222) **Adams Anchorage**, off the S end of Shelter Island and NW of Strauss Rock, offers good anchorage in 11 fathoms and very good anchorage for small craft in less depth, close to the shore during N weather.

(224) **Barlow Point** is about 2.8 miles NW from Symonds Point and about 1.1 miles W of Favorite Reef Light. **Barlow Islands** extend about 1.4 miles in a NNW direction from Barlow Point.

(228) **Favorite Channel** connects Stephens Passage with Lynn Canal N of Shelter Island. **Eagle Glacier** and **Herbert Glacier** are prominent from Favorite Channel between Aaron Island and Vanderbilt Reef.

(232) **Tee Harbor**, on the E side of Favorite Channel, 1.5 miles N of Point Lena, affords anchorage in the middle just within the points at the entrance, in 12 to 14 fathoms. **Point Stephens Rock**, with ¼ fathom over it and marked by a buoy on its SW side, is 0.2 mile NW from **Point Stephens**, the S point of the entrance. **Tee Harbor Light** (58°25'41"N., 134°45'59"W.), 33 feet (10.1 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the N point of the entrance.

(234) **Cohen Island** is about 0.9 mile NNW from Point Stephens. It is timbered on the N end, bare and rocky on the S end, and has two rocks awash, close to the NW shore.

(235) **Aaron Island**, 1 mile E of the middle of Shelter Island and 2 miles NW of Tee Harbor, is wooded. **Aaron Island Light 2** (58°26'19"N., 134°49'34"W.), 20 feet (6.1 m) above the water, is shown from a skeleton tower with a triangular red daymark on the NW side of the island.

(239) **Gull Island**, about 0.8 mile NNW of Bird Island, is wooded. Reefs extend off the S point and the SW shore for about 250 yards and for about 100 yards off the E shore.

(240) **Amalga Harbor**, a small landlocked cove about 1.9 miles E of Bird Island, affords good small-craft anchorage in 3 to 4 fathoms, rocky bottom. The harbor has a State-maintained surfaced boat-launching ramp.

(241) **Eagle Harbor**, immediately N of Amalga Harbor, affords anchorage in moderate weather.

(2) **Lynn Canal** extends from the junction of Chatham Strait and Icy Strait, at Hanus Reef, in a NNW direction for about 58 miles to Seduction Point, where it divides into two arms, called Chilkat Inlet and Chilkoot Inlet; the latter inlet extends 25 miles farther N from Seduction Point.

(21) **Hanus Reef** is a dangerous reef that is at the junction of Chatham Strait, Icy Strait, and Lynn Canal.

(22) **Rocky Island**, grass covered and marked by a light, is 3.2 miles NW of Hanus Reef.

(23) **Swanson Harbor** is formed by a group of islands and reefs off the extreme SE point of the mainland at the junction of Icy Strait with Chatham Strait and Lynn Canal.

(28) **Couverden Island** and the islands close by appear from most points of view as a long, low, wooded point, the SE extremity being **Point Couverden**.

(30) **Funter Bay**, the best and most convenient anchorage in the vicinity, is on the E side of Chatham Strait at its junction with Lynn Canal, about 10.5 miles S of Point Retreat and 5.5 miles NE of Rocky Island.

(34) **Coot Cove**, at the NW end of the bay, has extensive beaches at its head. Its depth ranges from 2¾ to 15 fathoms.

(38) **The Kittens**, two small wooded islands 0.3 mile offshore, are 0.6 mile NW of Clear Point. Shoals surround both islands.

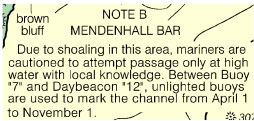
(39) **Naked Island** is 1.1 miles NW of Clear Point and 0.5 mile offshore, with deep water between.

(42) **False Point Retreat**, on the E side of the canal 7 miles N of Naked Island, is marked by a light.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.



NOTE C

The highwater channel between Swanson Harbor and the cove behind Couverden Island is marked with pilings. Tide boards at each end show least channel depth.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

Mercator Projection

Scale 1:80,000 at Lat 58° 12'

North American Datum of 1983
(World Geodetic System 1984)

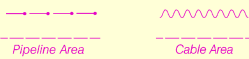
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Althorp Peak, AK	KZZ-86	162.425 MHz
Haines, AK	WXM-97	162.40 MHz
Juneau, AK	WXJ-25	162.55 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.201" southward and 6.485" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

CAUTION

Shoalings amounting to as much as 6 feet have been disclosed in several critical shoal areas from Cross Sound to Excursion Inlet. It is probable that the Alaska Earthquake of July 10, 1958 created these shoalings and others not yet discovered. Mariners are urged to use caution when navigating over or near critical depths.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, U.S. Coast Guard and Canadian Hydrographic Service.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
J1 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

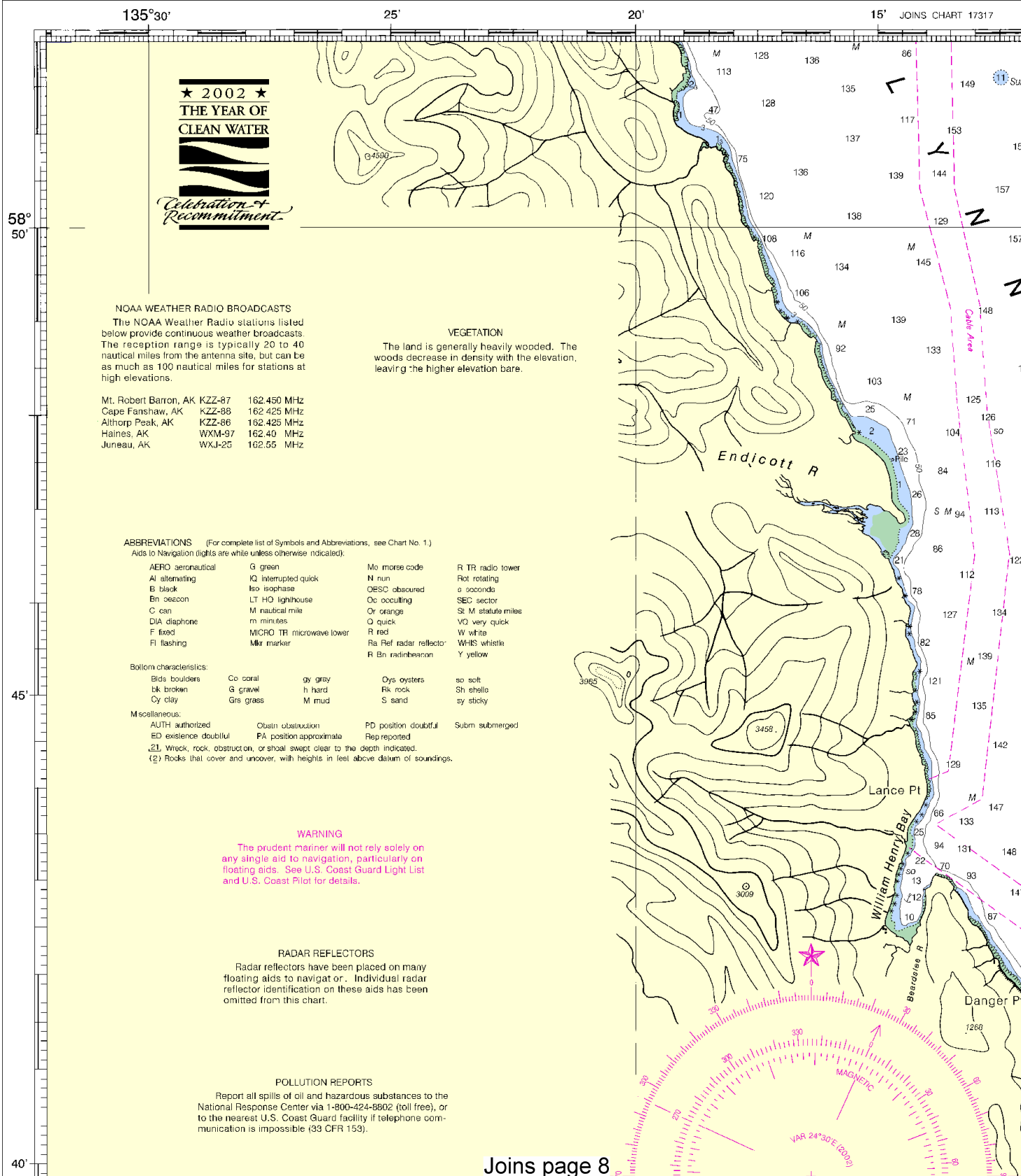
TIDAL INFORMATION

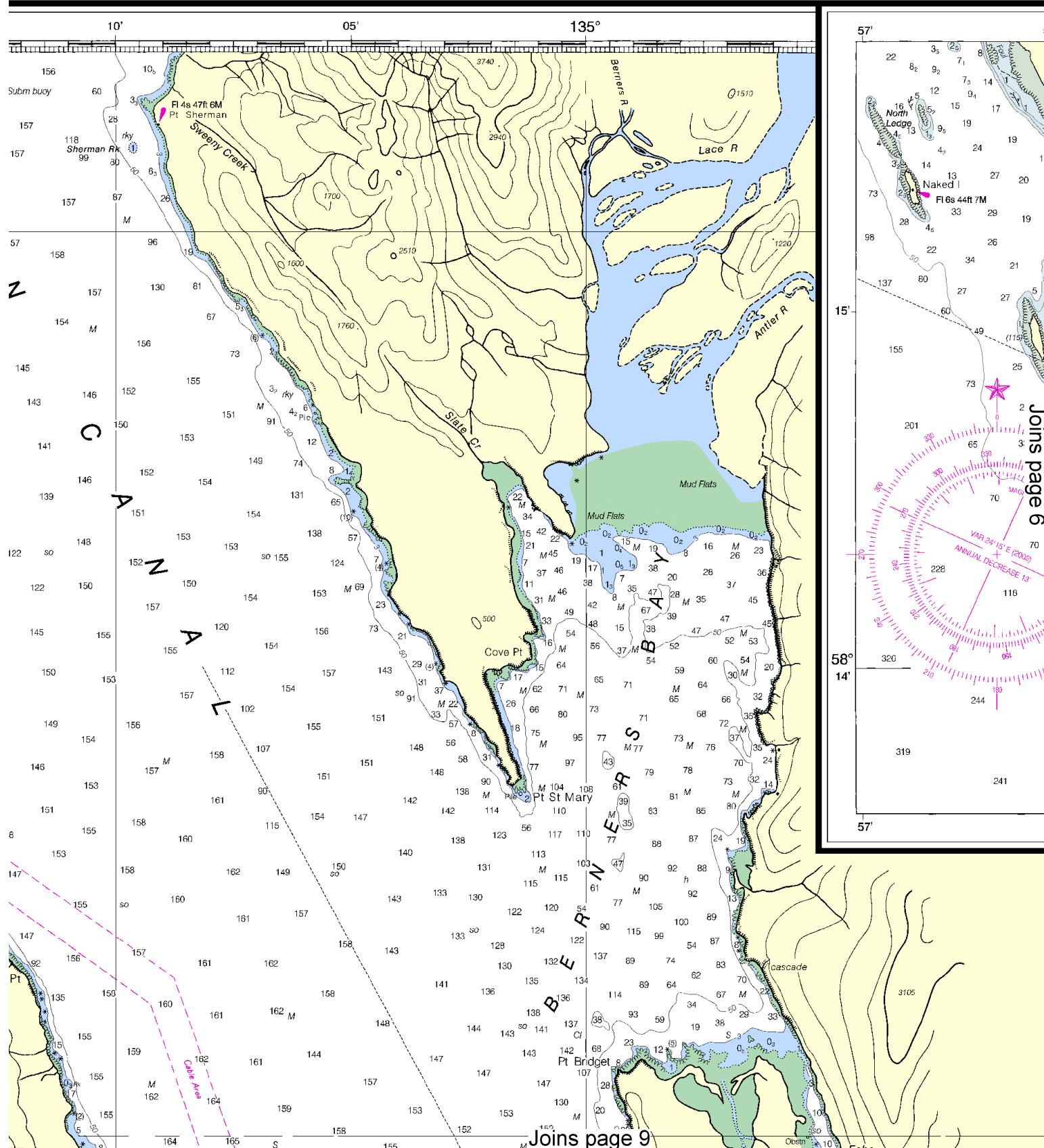
Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Funter, Funter Bay	(58°15'N/134°54'W)	feet	feet	feet	feet
Barlow Cove	(58°20'N/134°53'W)	15.1	14.2	1.6	-6.0
William Henry Bay	(58°43'N/135°14'W)	15.0	14.2	1.3	-6.0
		15.7	14.8	1.6	-6.0

(800)

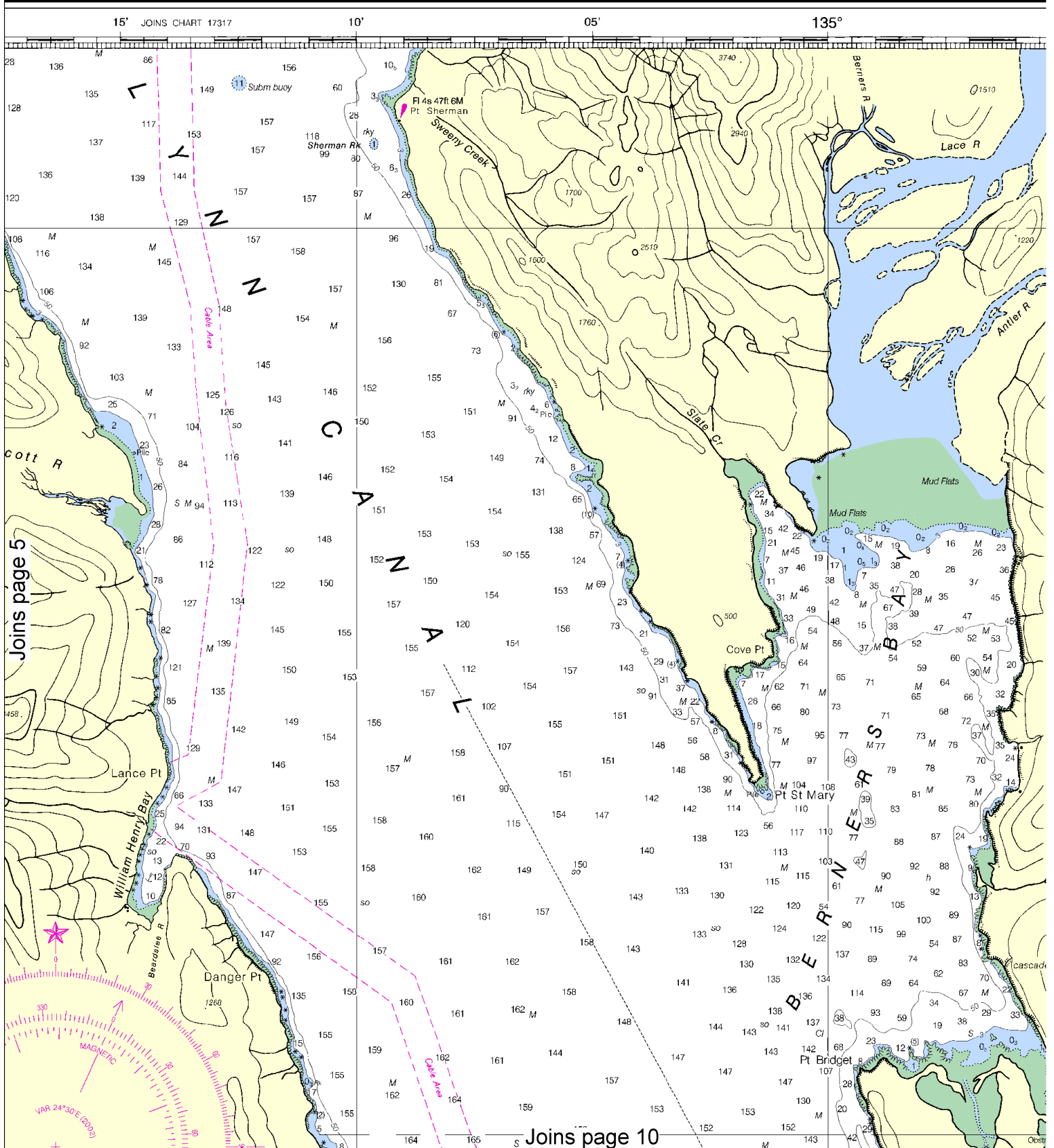
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17316





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

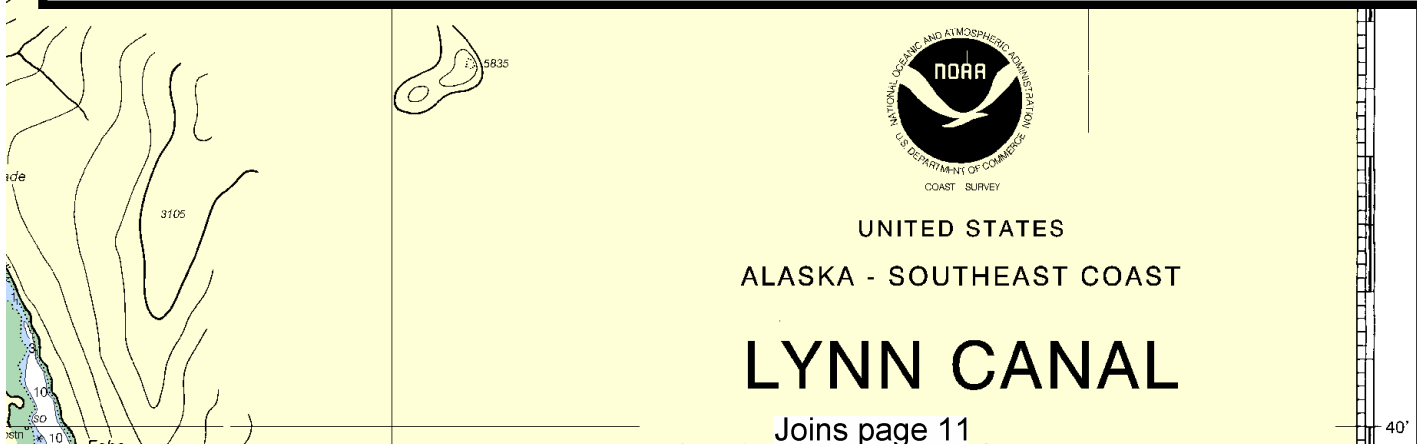
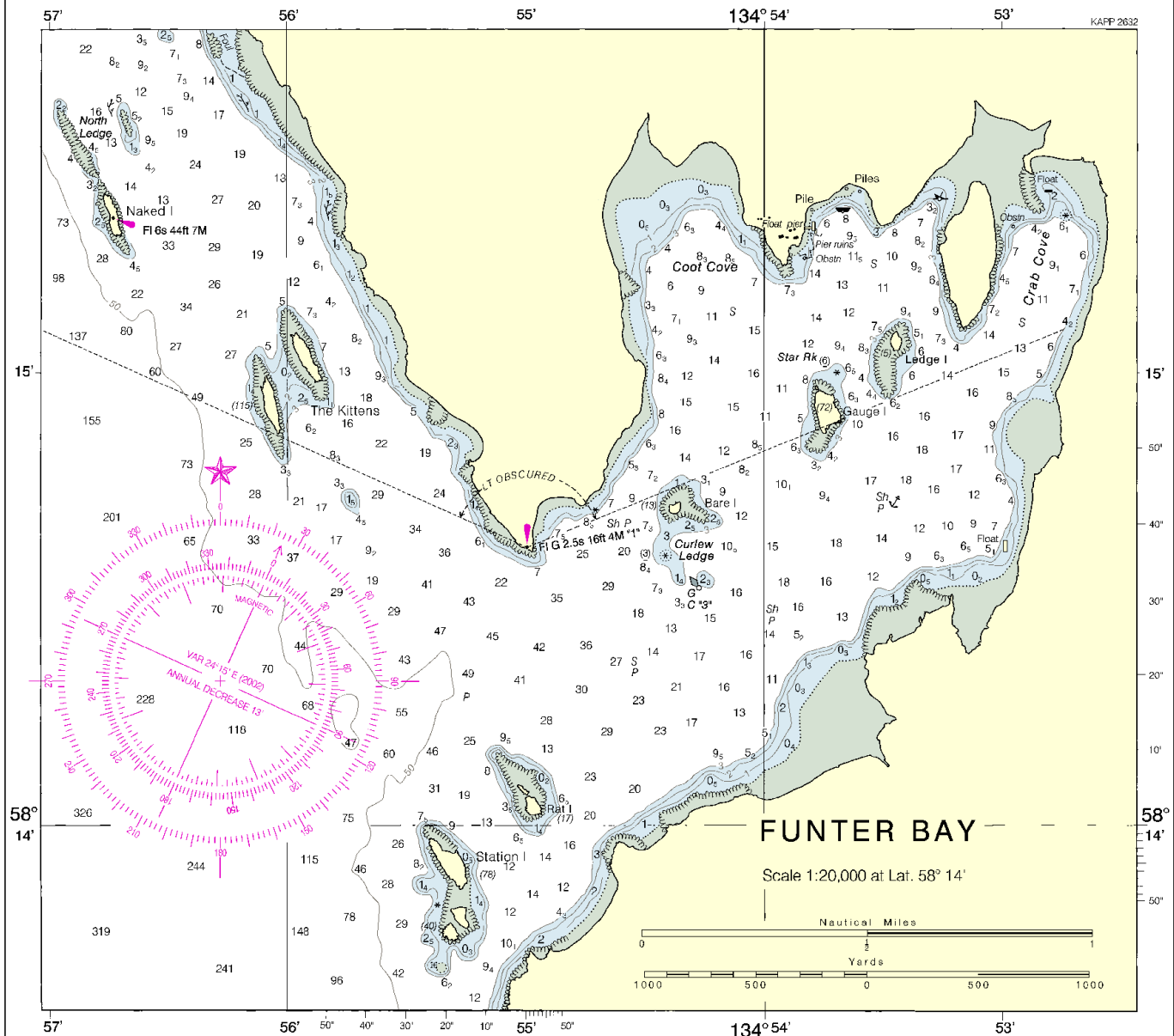


SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Nautical Chart Catalog No. 3, Panel C

17316



UNITED STATES
ALASKA - SOUTHEAST COAST

LYNN CANAL

Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



omitted from this chart.

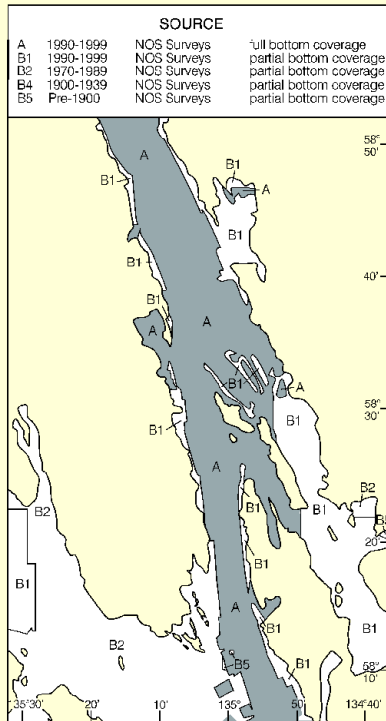
Joins page 4

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

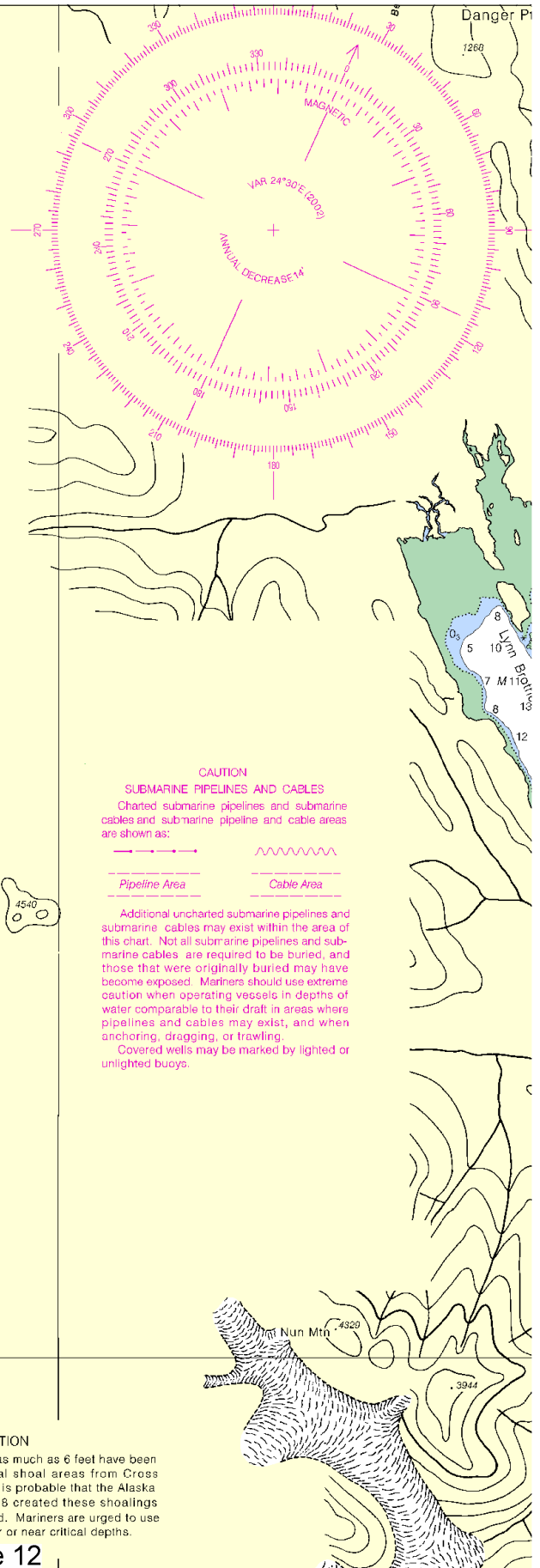
COLREGS, 60.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



SOURCE DIAGRAM

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Joins page 12

Printed at reduced scale.

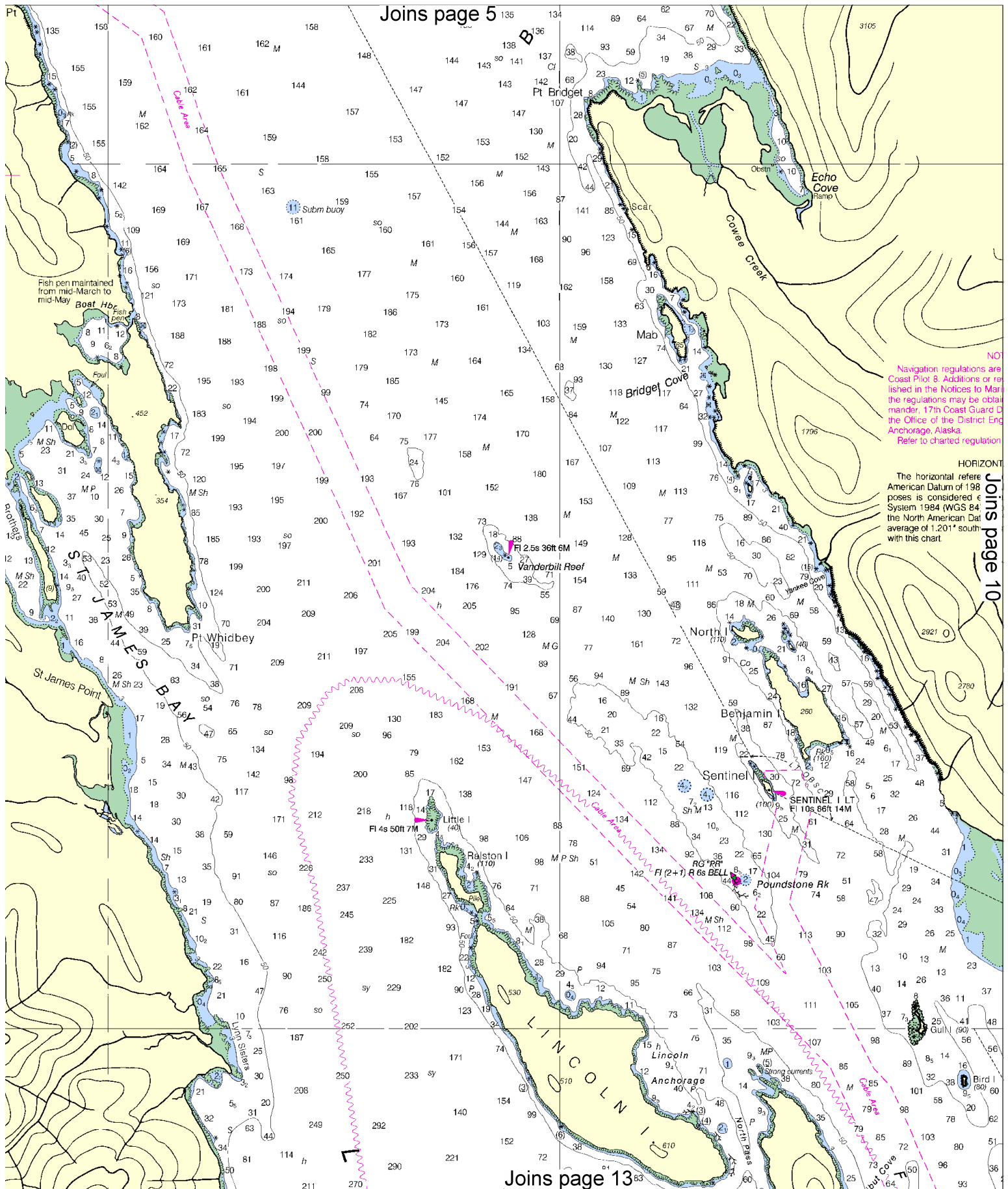
SCALE 1:80,000
Nautical Miles

See Note on page 5.



8





Joins page 5

Navigation regulations are
Coast Pilot 8. Additions or re-
lished in the Notices to Mar-
the regulations may be obai
manner, 17th Coast Guard D
the Office of the District Eng
Anchorage, Alaska.
Refer to charted regulation

HORIZONTAL
The horizontal refer
American Datum of 198
poses is considered e
System 1984 (WGS 84
the North American Dat
average of 1.201" south
with this chart.

Joins page 10

Joins page 13

UNITED STATES

ALASKA - SOUTHEAST COAST

LYNN CANAL

ICY STRAIT TO POINT SHERMAN

Mercator Projection
Scale 1:80,000 at Lat 58° 12'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

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		Mean High High Water	Mean High Water	Mean Low Water	Extreme Low Water
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(800)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service,
Coast Survey with additional data from the Corps of Engineers,
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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important
supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

CAUTION

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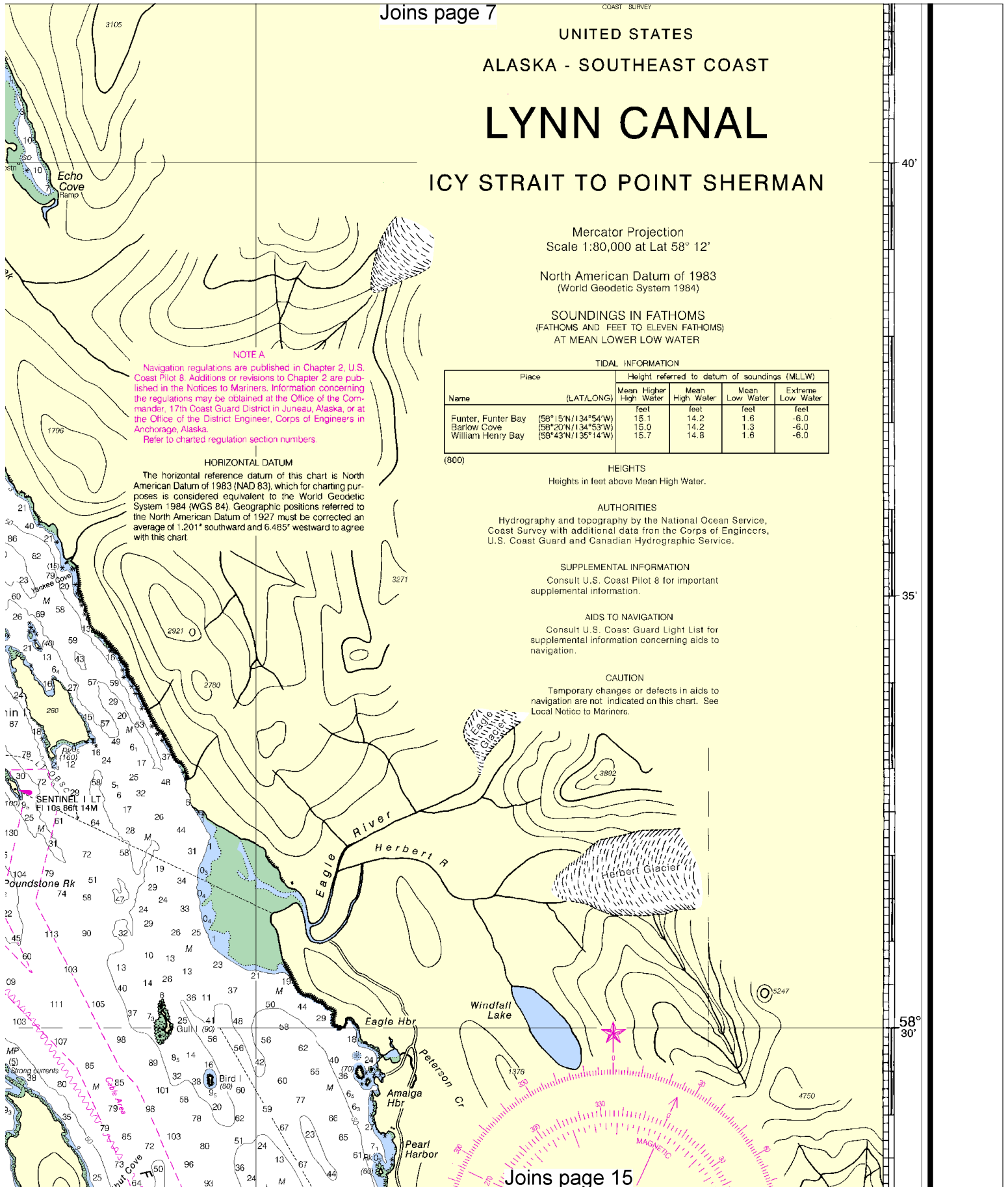
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Joins page 15

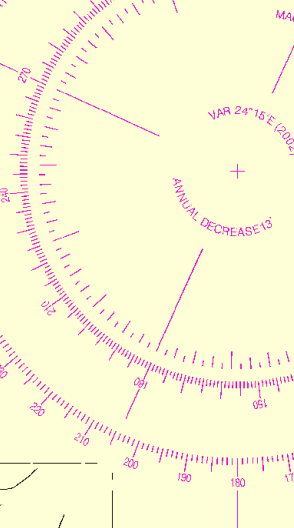
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GLACIER BAY NATIONAL PARK AND PRESERVE
(36 CFR 13.65;
see Coast Pilot 8)

ICY PASSAGE

Popoie



CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and

Joins page 16

Printed at reduced scale.

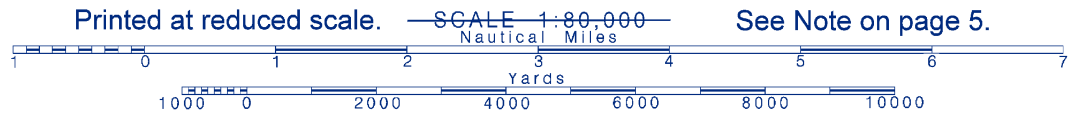
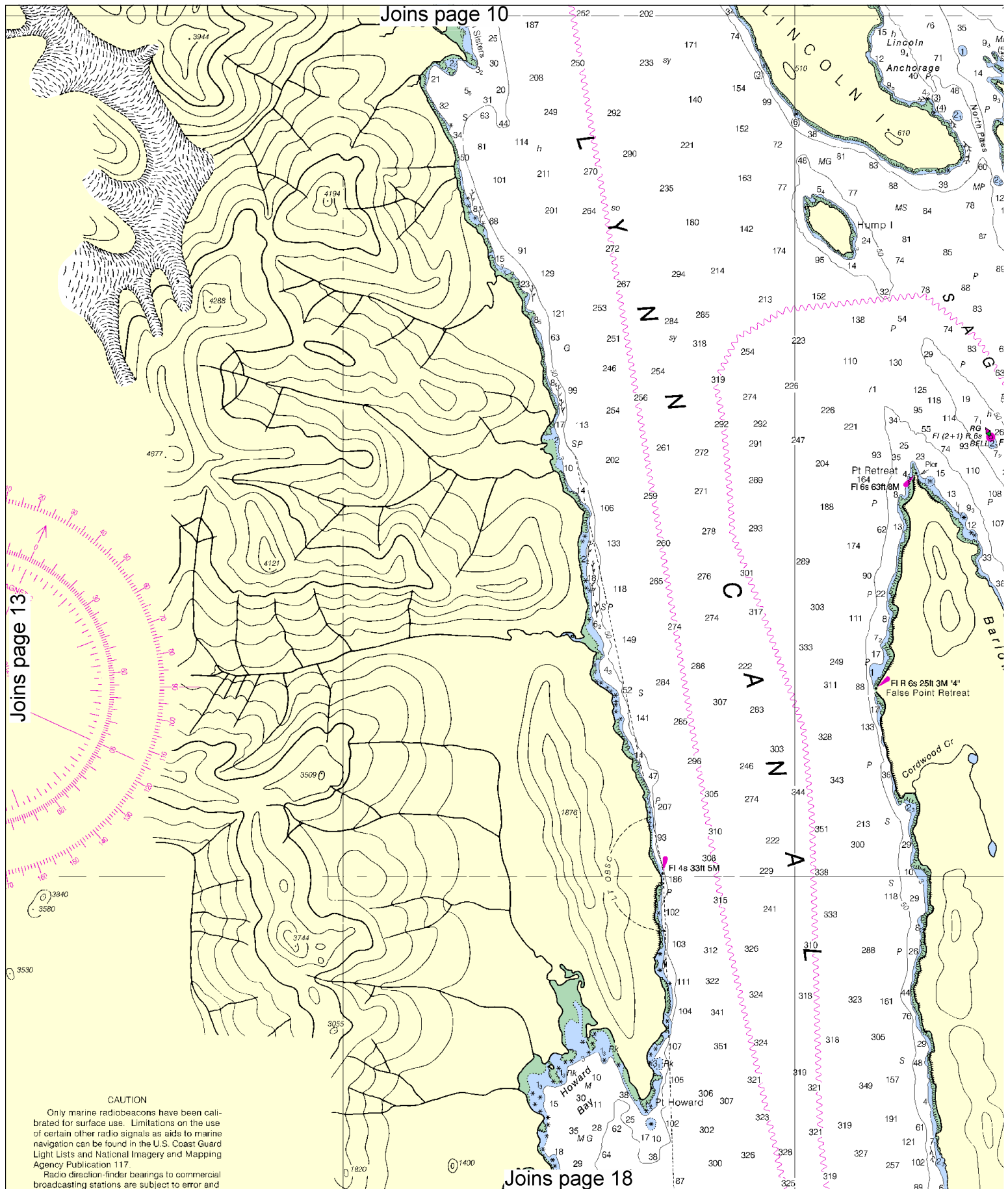
SCALE 1:80,000

See Note on page 5.

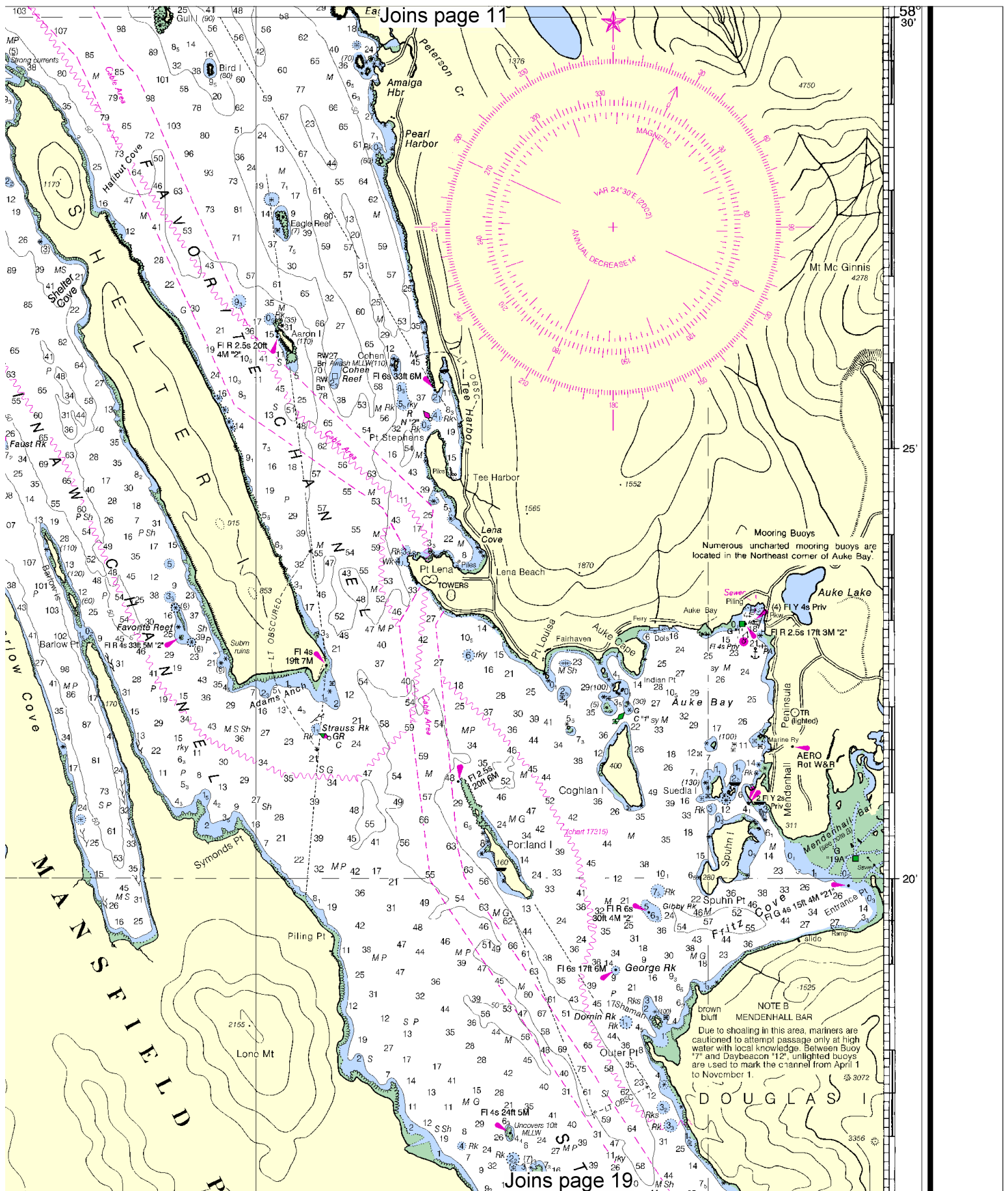


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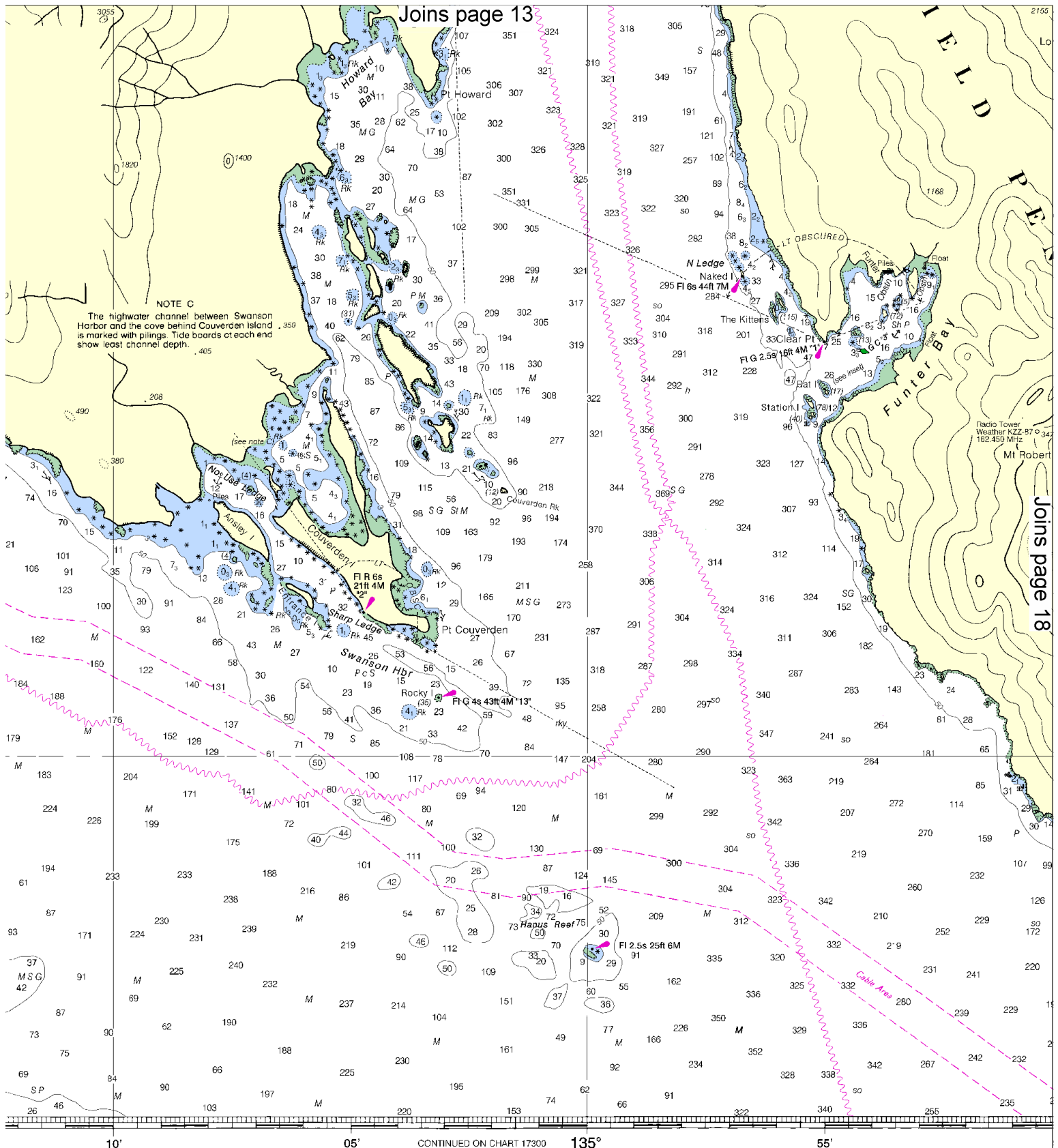


See Note on page 5.



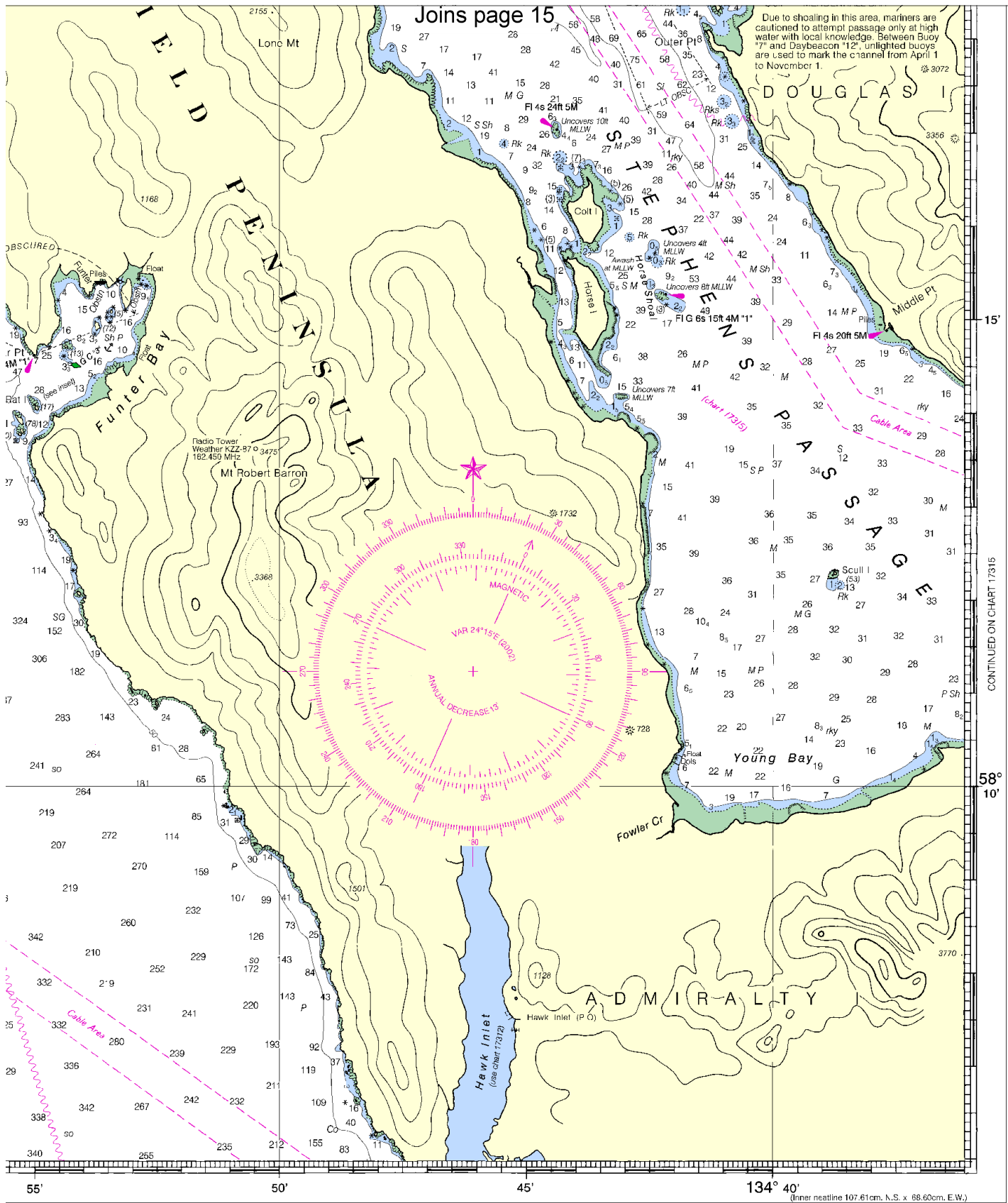
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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16



Lynn Canal, from Icy Strait to Point Sherman
SOUNDINGS IN FATHOMS - SCALE 1:80,000

17316

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.